

INFORMATION REPORT

CD NO

COUNTRY East Germany

DATE DISTR 14 November 1952

SUBJECT Information on the Status of Railroad Construction Projects

NO. OF PAGES 2

25X1 PLACE ACQUIRED [redacted]

NO. OF ENCLS
(LISTED BELOW)

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO

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1. [redacted] the following information on the time schedule for the [redacted] Berlin project [redacted]

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- a. Karrow-Birkenwerder line:
Earthworks: 1 July through 15 September;
Bridge construction work: 15 July through 15 September;
Construction of southern track: 10 August through 30 September;
Construction of northern track: 1 October through 31 October. (1)
- b. Connecting curve near Blankenburg:
Earthworks: 15 August through 15 September;
Track construction work: 15 through 25 September. (2)
- c. Connecting curve near Blankenburg for long-distance traffic:
Earthworks: 10 September to 1 October;
Bridge construction work: 24 August to 25 October;
Track construction work: 20 through 31 October. (2)

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[redacted] the estimate of the total cost for the [redacted] Berlin project had increased from 25.4 million Eastmarks to 39 million Eastmarks. (3)

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2. [redacted] the following information on the status of the double tracking of the Oder river bridges at Frankfurt/Oder and Muestrin [redacted]

- a. Railroad bridge over the Oder River at Frankfurt/Oder.
It is planned to start double track operations on this bridge in 1952. The completion date for this project has been fixed on 8 December. It is necessary to construct 9 x 40-meter spans for one track and an 80-meter span for two tracks. The latter span is to replace the single-track span now in use.

CLASSIFICATION SECRET [redacted]

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This operation is to be performed within 48 hours during the period from 5 through 7 November. The nine single track spans are completed, while the 80-meter span for two tracks is being assembled. Twenty-five tons of plates, which were still required for this span, were scheduled to be rolled in Kirchmooser during the first week of August. During the period from 7 November through 8 December 1952, two 30-meter spans which are in use will have to be extended by 10 meters each. Fifty tons of plates are required for this operation. The Bauunion in Brandenburg and the nationalized steel construction firm in Niesky were contracted for this project. (4)

- b. Railroad bridge over the Oder River near Kuestrin. It is planned to start double track operations on this bridge in 1952. At a conference held with representatives of the Polish State Railroads in Frankfurt/Oder on 30 and 31 July 1952, the Poles declared that double track operations on the Polish side of the river could not be resumed prior to the end of 1953, because extensive bridge construction work was to be performed by them on the section adjacent to the Oder River bridge. The railroad bridge at Kuestrin has an 80-meter span for shipping and three 53-meter spans. Most of the work which remains to be done is on the 30-meter span. The plates required were imported. In early August, about 110 tons of plates were still lacking. The Bauunion in Brandenburg and the ADUS firm in Dresden have been contracted for this project. (5)

25X1 [] Comments.

- (1) The completion date for the southern track of the Bordiner Berlin project had been previously fixed on 15 September. [] For time schedule of the project, [] 25X1
- (2) For construction drawing of the two connecting curves near Blankenburg, [] 25X1
- (3) The first estimate of cost envisaged an expenditure of 20 million eastmarks. However, this estimate covered the construction of one track only. 25X1
- (4) Work on the double tracking of the Oder River bridge near Frankfurt/Oder has been under way since the fall of 1951. Information on the progress of this work was transmitted previously. [] 25X1
- (5) Information on the double tracking of the bridge across the Oder River at Kuestrin was transmitted previously. The double tracking of the bridge over the flood area of the river was completed on 20 May 1952. [] 25X1
- The extensive bridge construction work referred to by the Poles probably concerns the bridge over the Warthe River near Kuestrin-Neustadt. This bridge is apparently going to be double tracked too. The Kuestrin-Kreuz-Schneidemuhl-Bromberg (Bydgoszcz) line is already double track. [] 25X1

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